Then, as regards the establishment of a Magistrate's court at Tiruvalla, I took up the question and examined the question as to what area should be included in the jurisdiction of the Magistrate's court if one is to be established. The office here has just submitted the file to me and I shall go into the matter.

You have got five items under Public Works. You will have an opportunity of bringing these before the new Roads Board in which non-officials will have a strong voice in regulating the programme of such works.

106. Development of agriculture in the Tiruvalla taluk.

MR K. PARAMESWARAN PILLAI (*Member, Tiruvalla taluk, Group* I) said that the following measures should be taken for the development of agriculture:—

(i) Legislation should be introduced for the compulsory cultivation of lands in private occupation.

(ii) The provisions of the Agricultural Loans Regulation should be amended so as to bring the loans within the reach of poor persons and to enable the loans being issued at low rates of interest.

(iii) Rivers, canals and other waterways included in *porambokes* should be conserved and those porambokes of public utility which had already been registered to private persons should be taken back.

(iv) Taluk boards should be established consisting of Tahsildars, members of the Legislative Council and of the Sree Mulam Popular Assembly and they should be made responsible for investigating the conditions of the people and for suggesting measures for the development of agriculture and industries in each taluk.

Among the particular needs of the Tiruvalla taluk, the Kuttapuzha scheme was a very important one. This was a scheme which was as old as the Assembly itself. It was once investigated by Mr. John Kuriyan, late Executive Engineer, and he had reported in favour of it. The Assembly having reached its Jubilee year, the scheme should be taken up this year without fail and at least Rs. 10,000 should be provided in the next year's budget for the purpose.

Even more important than this scheme was the Varattar scheme. The Varattar was an important tributary of the Pampa river. After flowing for a distance of about 7 miles through the pakuthies of Tiruvalla, Tiruvanvandur, Eraviperur and Vadakkekara it joined the Manimala river. As the name itself suggested some portions of the river were dry, but at other regions it was very deep. The Mundadichira across this river was, it was supposed, put up by some people after the great floods of 1057 in order to prevent the river swelling and causing damages again. On account of this *chira*, about 3,000 acres of paddy fields lower down the river were cut off from it and they could get neither water nor silt from it. The result was that these fields which used to yield twenty-fold and twenty-five-fold were now yielding only two-fold. If the *chira* was cut open, these fields would become

LIBRARY ARCHIVES Kerala Legislative Assembly

fertile again. There would also be no more floods in the Pampa. The great eddies in the Pampa at places like Athimadu and Kuthuthodu will be bridled. The portion of the M. C. road from the 76th to the 77th mile will be saved from floods. Government will be saved the immense expenditure of raising the road newly opened at Thiruvanvandur and the bridge at Thiruvanvandur will no longer be open to danger from the accumulation of water on its sides. Mr. John Kuriyan, late Executive Engineer, had made certain statements against the scheme in his report on inland navigation in the State. But he himself admitted that he had not studied the question in sufficient detail. Moreover, his conclusions rested entirely on the representations of a few land-owners of the neighbourhood whose interests stood to suffer if the chira was cut open. Government should therefore have the scheme investigated again.

DEWAN'S REPLY: Mr. Parameswaran Pillai, in regard to the Kuttapuzha canal, there has been a conflict of opinion between engineering experts. Mr. John Kurien was in favour of taking up the scheme and on the other hand Mr. F. J. Jacob was against the scheme being taken up on account of serious and intrinsic difficulties. I have now asked the Chief Engineer for an independent opinion after independent investigation and Mr. Vipan has that in hand now.

As regards the Mundadichira, Mr. John Kurien is against the cutting of the bund. The Chief Engineer has got this also in hand and he is going to investigate the matter. These things cannot be done in a hurry and require careful examination and investigation.

Then as regards the encroachments, I hope before long to formulate a scheme to find a special agency to look after the channels and chiras and I hope that when it is brought into effect these things will be considered by that agency in respect of the chiras you made mention of.

107. Needs of the Tiruvalla taluk.

MR. T. K. THOMAS (*Member, Tiruvalla taluk, Group II*) dealt with the following needs of the Tiruvalla taluk:—

Two bridges should be constructed one across the Aikad *todu* and the other across the Kozhi *todu* on the Chengannur-Aranmula road.

The bridge at Angadical which was in a very dilapidated condition should be repaired.

The ryots' road between Cherukolpuzha and Ranni should be taken up for departmental maintenance.

A bridge should be constructed at Kollakadavu. This would establish an easy communication between Chengannur and Mavelikara.

A bridge should be constructed at the Kozhanchery market landing. This was a subject of representation at various sessions of the Assembly.

The Lower Grade English School for girls, Chengannur, should be raised to the higher grade. The English High Schools for girls at Tiruvalla were residential schools to which parents of slender means could not afford to send their children. These schools were also conducted mainly for the use of Christian girls. The number of girls now

LIBRARY ARCHIVES Kerala Legislative Assembly